Amendments to the Specification:

Please replace the first paragraph on page 6 of the clean copy of the substitute specification with the following rewritten paragraph:

When looking at both rear wheels of a motor vehicle as one wheel by way of summation of the relevant ABS signals, this will open up new perspectives that allow shifting the compromise between vehicle deceleration and wheel stability in favor of the deceleration without having to fear loss in stability. This applies above all to braking operations under inhomogeneous roadway conditions, such as bumpy roadways, slopes, etc. The described risk of a premature EBV control commencing at a far too low pressure level is significantly reduced. The requirements of maximum deceleration are complied ~~with~~ without any appreciable time delay.

Please replace the last full paragraph on page 7 of the clean copy of the substitute specification with the following rewritten paragraph:

(HA designates the rear axle, with HL designating the rear left wheel and HR designating the rear right wheel). As is known, the slip is defined as the vehicle reference speed minus the vehicle wheel speed ($v_{REF} - v_{WHEEL}$); 'DVN' is the integral of the wheel acceleration or wheel deceleration.

behavior of the vehicle wheels is determined, compared with the vehicle speed, the vehicle reference speed, the changes of these variables, or a combination thereof, and evaluated to limit the slip on the rear-wheel brakes by modulating the braking pressure,

wherein the brake force distribution is controlled in dependence on sum signals obtained by addition of acceleration values determined on each individual rear wheel and slip values determined on each individual rear wheel,

wherein the acceleration sum signals and slip sum signals are respectively multiplied and weighted by an acceleration sum factor and a slip sum factor, respectively, and a sum is produced of the acceleration sum signal weighted with the variable acceleration sum factor and of the slip sum signal weighted with the variable slip sum factor and is evaluated as a criterion for initiating the electronically regulated control, and

wherein, according to tendency, ~~at a high achievement rate, i.e.~~ at a relatively high value of the weighted slip sum signal, already a lower value of the acceleration sum signal causes initiation of the ~~EBV~~ electronically regulated control.

15. The method as claimed in claim ~~1~~38,

wherein for determining the entry of the ~~EBV~~ electronically regulated control, the acceleration sum signal and the slip sum signal are successively weighted with variable acceleration sum factors or slip sum factors, respectively, the values thereof being predetermined.

16. The method as claimed in claim 14,

wherein for determining the entry of the ~~EBV~~ electronically regulated control, the acceleration sum signal and the slip sum signal are successively weighted with variable acceleration sum factors or slip sum factors, respectively, the values thereof being predetermined.